



The  Owners Club Magazine

Winter 2023-24



## The NG Owners Club — Officers & Contacts

<b>President :</b>	<b>Nick Green</b>
<b>Vice President:</b>	<b>John Hoyle</b>
<b>Chairman :</b>	<b>John D Watson (JW)</b> 15 Braywood Avenue, Egham, Surrey, TW20 9LY Tel : 07951-466206, e-mail: johnd_watson@yahoo.co.uk
<b>Events</b>	<b>Dave Woolgar</b>
<b>Co-ordinator :</b>	e-mail: dwo0745786@aol.com
<b>Membership</b>	<b>Bob Morrison</b>
<b>Secretary :</b>	105 Battle Road, Hailsham, East Sussex, BN27 1UD Tel: 01323-843769, e-mail: rmmori1847@aol.com
<b>Treasurer :</b>	<b>Teresa Goodbun</b> 43 West Court Lane, Shepherds Well, Dover, Kent, CT15 7PT Tel: 01304-830206, e-mail: teemgoody@aol.com
<b>Magazine</b>	<b>Charlie Killick</b>
<b>Editor :</b>	Windrush, Bitchet Green, Seal, Sevenoaks, Kent, TN15 0ND Tel: 01732-761302, e-mail: ngoceditor@gmail.com
<b>Technical</b>	<b>Dave Woolgar</b>
<b>Liaison:</b>	e-mail: dwo0745786@aol.com
<b>Website</b>	<b>Mike Peel (www.ngownersclub.org.uk)</b>
<b>Manager :</b>	mike@mikepeel.co.uk
<b>Facebook</b>	<b>Jeremy Evans (www.facebook.com/groups/NG.Owners/ )</b>
<b>Mediator :</b>	e-mail : ngmrtoad@gmail.com

### Local Area Contact Members :

Home Counties (north)	Refer to John D Watson (pro tem)
Home Counties (east)	John D Watson : - as above
Midlands	Mark Staley : 01332-723927 mark.staley2@ntlworld.com
New Forest & District	Keith Baker : 01794-340490 keith@1000fluffyclouds.co.uk
Mid-Wales	Jeremy Evans : - as above
South Wales	Brian North : 02920-619796
South East	Charlie Killick: - as above
Yorkshire	Ken Elliot: 0781 7248764 elliott11968@yahoo.com

*Contributions to this magazine contain only the personal opinions of the individuals concerned. The Club accepts no responsibility for such opinions nor for any advice or information in this magazine or any other item of Club literature. Nor does any featured advertisement imply an endorsement or recommendation by the Club*




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## ***Contributions Please***

*Been anywhere interesting, done anything "newsy" in your NG, or to your NG; do you have an entertaining story to tell ??*

*Please send in a few words and pictures for* 

*Please send your contributions for the Spring issue by the beginning of May to [ngoceditor@gmail.com](mailto:ngoceditor@gmail.com).*

*Remember, without your input there would be no magazine!*

**Thank You**



### Chairman's Message

Hello to each and every one of you, and although we're creeping towards Spring, I wish you all from the committee a Happy New driving Year.

This past few months since our Autumn ChangiNGear has seen a flurry of member trips out. Although many of the Saturday and Sunday regular breakfast meets cease by the end of November, according to the various reports on the NG Facebook site the odd sunny day was encouragement enough to see a few NGs on the road.

It has of course also given the excuse to lay up some cars so that the mechanical work along with cosmetic improvements could be carried out. And still we are receiving news of NG kits being finished along with calls for help in negotiating the IVA inspections. Our club is fortunate in having members with themselves recent knowledge of the requirements and a list of the pitfalls regarding a successful IVA pass. And on the subject of NG kits still being constructed I can confirm the Club has received 22 new members so far this year, which is great news! Interestingly it includes new members in Europe.

Weather aside, for those of us in the South East the year of NG meets concludes with our Christmas lunch at the Reigate Manor Hotel organised as usual by our Sue Bolton. Always a fun event, excellent food and, great company.

The opportunity to drive to classic car meets this year is better than ever, evidence of this can be found in the Events Calendar on pages 10-15. Dave Woolgar continues to trawl the web for more such meets with frequent posts onto the NG FB to let us know of them. Whilst we are preparing NG specific events and in particular our National Rally 21st - 23rd June at Riverside Caravan Park Tiddington, near Stratford-upon-Avon. Regarding the latter, an early indication of your intention to commit to coming would be appreciated.

And finally, on 20th January, Charlie (editor) and I attended the FBHVC annual meeting at the British Motor Museum at Gaydon. A fuller account can be found on page 23-24, one of the events it promotes is 'Drive it Day' on Sunday 28th April, plaques can be ordered from the FBHVC with all monies going to Childline.

Until next time safe and happy NGing

*John*





## From the Editor

A slightly thinner magazine this time, a reflection of reduced NG activity in the winter months, no doubt.

Something a little different; it is nice to have received an article from Andrew Wisdom about the two Alvis/NG specials that he has built.

Even if you haven't carried out anything quite on this scale, or indeed like Phil Priors remodelling of his TA covered in the Autumn issue, it would be good to hear about any progress you have made on builds/rebuilds of your cars, especially if you are working towards IVA. It is surprising how many long term builds or partially completed "project" cars are still being worked on and any information or experiences that could be shared would be most valuable.

I have been looking through the boxes of the magazine archive that I received when I took on the editorship and there are numerous items of a technical nature that have been sent in over the years, an example being John Coker's piece from 30 years ago about fitting doors to his TD which I've reprinted in this issue. As John Watson has mentioned, the club, or should I say Matt Bolt, is currently scanning material and looking at the best way to make it available to members. I will pass on the technical articles that I have to him for scanning in due course but will reprint anything that seems particularly topical in future magazines.

Despite the damp and gloomy weather this winter it has at least been remarkably mild, at least here in the South East, with roads largely free of salt so attendance at the breakfast meetings that have kept going has been good. I've managed to find at least one to go to almost every weekend and now that the days are lengthening and spring is round the corner there are more and more opportunities to get out in the TC. We can only hope for a better, drier, spring than last year so that we can have the first club gathering at the Heritage Transport Show at Detling, thwarted last year by torrential rain and a waterlogged showground.

By the time this issue drops through your letterbox arrangements for the National Rally should have been finalised. The booking form will be put up onto the club website and a paper copy included with the next magazine.

*Charlie*







## Words from our Events Secretary

### Get me out of here!

Firstly, in this issue, we would like to offer a very warm welcome to those new members who have recently joined and in some cases, re-joined the NG Owners Club. There will certainly be no trouble in finding somewhere to go with your NG this coming season!



I have just put the finishing touches to the events listings for this year together with the regular pub breakfast meetings that are so popular. I have tried to cover as much of the country as possible but I'm sure that there are many more that I have missed or not found any information about. A few are ignored due to costs. If you know of any meetings and get togethers in your area that are worthy of addition, please send me the details and any recommendations.

Hopefully by the time you read this issue we will have sorted out the club area for members to attend The Heritage Transport Show at the Kent County Show Ground at Detling in Kent and that the ground will be firm enough for the show to go ahead this year.

Looking to the immediate future, the FBHVC Drive it Day will be upon us before long on the 21st of April. In the South East, some of the members are driving out to finish at Chiddingstone Castle in Kent. This is an event that raises funds for Child Line with the rally plates being available through the Federations web site as noted in the events listings. We do encourage you to support this worthy cause by finding a Drive it Day meeting or run in your own area.

The Wallingford Vehicle Parade is a very popular event with club members in May, but you do have to book early.

May also features the Jorvik Run around the York area and our own Steve Tyler is the contact for this one. This is very popular and I understand that several members have already booked this year.

June will be a very busy month, starting with the National Kit Car Show at the Three Counties Show Ground at Malvern. This year the Club will not be in attendance, but would not discourage members from going along as individual entries.



Next up is the NG Owners Club National Rally, followed by a new event the following weekend. This is the Inter-club Club Classic Car Weekend, to be held at the Three Counties Show Ground. As this is likely to be a much larger meeting the club did consider making an entry, but after discussion decided to leave it to the individual and see how this event is received in its first year. Some of us will be attending, but wish to push for as many people to attend our own National Rally for the big weekend away as we recognise that the cost of entry, accommodation and fuel is not insignificant these days.

The preparations for the NG Owners Club National Rally are underway as can be seen from the booking form in this issue and we do encourage you to come along to this great meeting at the Riverside Caravan Park. Those looking to buy their own NG will be especially welcome as it is the best chance though out the whole year to look at members cars and see if one is right for you. Book your accommodation early as Stratford Upon Avon is a very popular tourist destination at this time of year. As usual, the National Rally is bookended by the 24 Heures du Mans and the Caux Retro in France which a number of members are keen to attend.

As a club, we are often asked what the club is doing in my area? This year we want to turn this question around and endeavour to bring club members together in their own individual areas to meet up every so often either at a classic car meeting or individually at a pub or cafe. In the South East we are very fortunate to have a number of really good regular meetings to attend as you may have seen from previous reports in this magazine and Facebook page. It would be fantastic if we can reproduce this model in other parts of the country. So don't ask what the club can do for you, rather what you can do for yourselves and the club!

Looking forward to seeing you out and about driving in your NG.

"If you go, let us know!"

Dave





NG OWNERS CLUB

Treasurer's report for year ending 31 December 2023

Opening bank  
balance

10794.69

INCOME

Subscriptions 3506.43

Club Products  
Sales 638.62

Advertising 290.00

National Rally 972.50

Donations 5.00

Misc. 812.15

EXPENDITURE

Stationery 85.53

Printing 1109.46

Postage 2191.45

Club Products 889.00

Public liability  
Insurance 326.00

National Rally 1985.04

Misc. expenses 1201.62

Bank charges 81.16

Closing bank  
balance 9150.13

17019.39

17019.39





### Membership Mutterings

A much belated happy New Year to you all. I don't know where the time goes these days! Can I just remind you that subs were due on the 1st Jan so if you have not yet paid, could you do so sometime soon, please? Just in case you need them here are the club bank details:

Account Name: **N G Owners Club**

Sort code: **40-24-22**

Account Number: **41034065**

I much prefer payment by bank transfer. Please use your membership number as the reference.

On another housekeeping issue, I recently emailed local members to invite them all to an event and 50% of the emails bounced back.

**If you do change your email could you just drop me a line and let me know? (rmorri1847@aol.com)** That way we can keep you all up to date with things that may be of interest.

The club would like to welcome the following new and rejoining members.

*Bob Morrison*

Steve Marsh	1731	Northamptonshire
Phillip Avis	1732	Canada
Philip Slater	1733	Cheshire
Colin Taylor	946 (Returning member)	Spain

We look forward to hearing from you in due course with 'your news' to publish in ChanginGear

- Thank you and Welcome, Charlie, Editor





<b>2023 Event Calendar (BOLD denotes an NG Owners Club Event)</b>		
Saturday 6 <sup>th</sup> April 2024	Heritage Transport Show Detling Show Ground Kent	<a href="http://www.kcas.org.uk">www.kcas.org.uk</a>  booking required.
21 <sup>st</sup> April 2024	Chepstow Classic Car Show Chepstow Racecourse NP166BE	Email: Rafaelfairs@aol.com
Sunday 21 <sup>st</sup> April 2024	The Federation of British Historic Vehicle Clubs Drive it Day. Booking re- quired	NG Facebook page. Club sup- ported event, please organise in your area if wanting to attend. <a href="http://www.fbhvc.co.uk">www.fbhvc.co.uk</a>
4 <sup>th</sup> 5 <sup>th</sup> May 2024	Donington Historic Festival	<a href="http://www.doningtonhistoric.com">www.doningtonhistoric.com</a>
12 <sup>th</sup> May 2024	Wallingford Vehicle Parade	<a href="http://www.wallingfordcarrally.org.uk">www.wallingfordcarrally.org.uk</a>
19 <sup>th</sup> May 2024	Jorvic Run. York. 90-mile scenic drive £20 to charity	TBA - NG Facebook page & Mag. Steve Tyler jorvikrun@gmail.com
11 <sup>th</sup> - 12 <sup>th</sup> May 2024	Annual Classics at Prescott Read details on website	<a href="http://www.winchcomberotaryclub.com">www.winchcomberotaryclub.com</a>
1 <sup>st</sup> - 2 <sup>nd</sup> June 2024	National Kit Car Show. Three Counties Show Ground. WR136NW	<a href="http://www.nationalkitcarshow.co.uk">www.nationalkitcarshow.co.uk</a>
1 <sup>st</sup> - 2 <sup>nd</sup> June 2024	The Classic & Performance Car Show. Tatton Park, Knutsford.	<a href="http://www.greatbritishmotorshows.com">www.greatbritishmotorshows.co m</a>  Info only. Booking required.
Sunday 2 <sup>nd</sup> June 2024	London to Brighton Classic / Kit & Sports Car run	<a href="http://www.popupcarshows.co.uk">www.popupcarshows.co.uk</a>
15 <sup>th</sup> - 16 <sup>th</sup> June 2024	94 <sup>th</sup> 24 Heures du Mans	<a href="http://www.24hr-lemans.com">www.24hr-lemans.com</a>
21 <sup>st</sup> - 23 <sup>rd</sup> June 2024	<b>NG Owners Club National Rally Riverside Caravan Park Stratford Upon Avon</b>	<b>NG Facebook page &amp; Mag. BOOK ACCOMODATION EAR- LY</b>
28 <sup>th</sup> - 30 <sup>th</sup> June 2024	Interclub Classic Car Week- end Malvern Showground	Tickets etc <a href="http://www.interclubweekend.com">www.interclubweekend.com</a>



6 <sup>th</sup> - 7 <sup>th</sup> July 2024	24 <sup>th</sup> Caux Retro France See website for details	<a href="http://www.cauxretro.com">www.cauxretro.com</a>  Booking required.
7 <sup>th</sup> July 2024	Berkshire Motor Show Reading	<a href="http://www.berkshiremotorshow.co.uk">www.berkshiremotorshow.co.uk</a>
13 <sup>th</sup> July 2024	Classics on the Green Headley Vill Green GU358LJ	Email clas- sicsonthegreen@outlook.com
Sat 20 <sup>th</sup> July 2024	Dogmersfield Fete. Pilcot Farm Dogmersfield. Hants.	NG Facebook page Paul Gray
Sunday 21 <sup>st</sup> July 2024	Chatsworth Classic & Perfor- mance Motor Show. Chats- worth House. DE451PP	<a href="http://www.greatbritishmotorshows.com">www.greatbritishmotorshows.co m</a>
4 <sup>th</sup> August 2024	Rushden Classic Car Show Hall Park	<a href="http://www.ticketsource.co.uk/rhts">www.ticketsource.co.uk/rhts</a>
4 <sup>th</sup> Aug. 2024	Gurston Down Hill Climb Salisbury SP5HR	Facebook & Web Page Number of meetings in year.
Sun. 11 <sup>th</sup> August 2024	The North Devon Festival of Transport. North Devon Sports & Classic Car Club	Facebook On-line to book
9 <sup>th</sup> - 11 <sup>th</sup> August 2024	Old Timers Grand Prix, Nur- burgring	<a href="http://www.oldtimersgrandprix.com">www.oldtimersgrandprix.com</a>
11 <sup>th</sup> August 2024	N.Devon Festival Of Transport. Victoria Park Bideford.	Bideford Bridge Rotary Club Web & Facebook
11 <sup>th</sup> August 2024	Boston Classic Car Club Annual Show PE203QU	Pre-book 07719996795 glunn1960@gmail.com
11 <sup>th</sup> August 2024	Waldron Classic Car Show Recreation Ground TN210RB	<a href="http://www.heathfield-rotary-org.uk">www.heathfield-rotary-org.uk</a>
17 <sup>th</sup> Au- gust 2024 12 - 5pm	Capel vehicle Show Surrey. RH55LB Registration required	Info only <a href="http://www.capelshow.co.uk">www.capelshow.co.uk</a>
18 <sup>th</sup> Au- gust 2024 10am-4pm	Classics at Penshurst, PENSHURST PLACE, Kent, TN11 8DH	Book tickets at <a href="http://www.classicsatpenshurst.co.uk">www.classicsatpenshurst.co.uk</a>



Sat. 24th August. 2024	Barns Green Classic Car Meet. (Donation Entry) Op. Queens Head, Barns Green, Horsham. RH130PS	Facebook NG Facebook page Donation entry
24 <sup>th</sup> - 25 <sup>th</sup> August 2024	Egham Show Surrey TW209NW	<a href="http://www.eghamroyalshow.org.uk">www.eghamroyalshow.org.uk</a>  Pre entry only
31 <sup>st</sup> Aug - 1 <sup>st</sup> Sept 2024	Great Harwood Transport WE Great Harwood Showground BB67TD	Web & Facebook for details & booking.
7 <sup>th</sup> - 8 <sup>th</sup> September 2024	Isle of Wight Classic Car Extravaganza, two meetings & run	Online for details to follow.
8 <sup>th</sup> Sept. 2024	The Scottish Vintage Tractor & Engine Club. Scone Place.	<a href="http://www.svtec.org">www.svtec.org</a> & Facebook
7 <sup>th</sup> Sept. 2024	Cookham Regatta. SL69SB	<a href="http://www.cookhamregatta.org.uk">www.cookhamregatta.org.uk</a>
Sun. 17 <sup>th</sup> September 2024	Basingstoke MGOC Doughnut Run Pre-book	<a href="http://www.basingstokemgclub.co.uk">www.basingstokemgclub.co.uk</a>
14 <sup>th</sup> - 15 <sup>th</sup> Sept. 2024	Kop Hill Climb. Bucks. HP270LA	<a href="http://www.kophillclimb.org.uk">www.kophillclimb.org.uk</a> Info only. Booking required
15 <sup>th</sup> Sept. 2024	Concorde Classics Car Show Eastleigh. £10 to charity	<a href="http://www.concordeclassics.co.uk">www.concordeclassics.co.uk</a>
17 <sup>th</sup> September	Hinckley Motor Show (main event) Town Centre LE101DD	<a href="http://www.hinckleybid.co.uk">www.hinckleybid.co.uk</a>  3 smaller shows during year
21 <sup>st</sup> - 22 <sup>nd</sup> Sept.	Newark Kit Car Festival 2024 NG242NY	<a href="http://www.newarkkitcarfestival.co.uk">www.newarkkitcarfestival.co.uk</a> For info only.
Through-out year	Castle Combe Autumn Classic Race Meetings + other events.	<a href="http://www.castlecombecircuit.co.uk">www.castlecombecircuit.co.uk</a> Info only
TBA Oct. 2024	Steam Engine Day at The Star Inn. Waldron East Sussex. TN210RA	NG Facebook page
Sunday ?? December	NG Owners Club Christmas Lunch	Sue Bolton



	<b>Regular Meetings</b>	
<b>Always check</b>	<i>Some may be seasonal always check with organisers</i>	<b>Mostly Facebook but some also have web sites.</b>
1 <sup>st</sup> Saturday	Podium Breakfast Club Bone Lane, Newbury RG145	Facebook / check
1 <sup>st</sup> Sunday	Nottingham Heritage Centre Breakfast meeting.	Facebook
9am - 11.30am Check for	Four Counties Classic Pub breakfast meets around North Surrey / Kent.	Own & NG Facebook page.
10am on. Various dates	Past N Curious, East Sussex Two main venues including the Yew Tree Inn.	Own & NG Facebook page.
1 <sup>st</sup> Sunday of month 2pm - 4pm	Classic Car Sundays. Alton Hants. GU344BH	Facebook
1 <sup>st</sup> Sundays April - Oct 9am	Wheels on the Waterfront Sovereign Harbour Eastbourne. BN23SUZ Grt breakfast venue	Own & NG Facebook page.
1 <sup>st</sup> Sunday 10.30 -	Classic Cars & Coffee The Plough, Plumpton. BN73DF	NG Facebook page Or email: tonyash62@gmail.com
Various dates &	Port Solent Car Meet Some are themed.	Facebook
4 <sup>th</sup> Sunday of each	Godalming Breakfast Run. Jack Phillips Pub. GU71HR	Facebook
10am - on.	Hidden Valley Breakfast Meeting Ilfracombe EX348NU	Facebook / check
8.30am - on.	Vintage Tyres Breakfast Meeting Beaulieu National Motor Museum. SO427ZN	Facebook / check
2 <sup>nd</sup> Sunday 10am - 1pm	The Riverview Meet (Pre- 2003) Forest Row RH185DW	Facebook
4 <sup>th</sup> Sunday 8.30am - on	Horton Historic Vehicle Club Cross in Hands Old Sodbury BS376RJ	Facebook



2 <sup>nd</sup> Sunday 8.30 - 11.30am	Black Swan Classic Car Meet Ockham, Surrey. KT11NG	Facebook
Monthly	Horley Classic Car Meeting 54, High Street, Horley. RH67BB	Facebook / check
Various dates	Southern Classics. Shows / meets	<a href="http://www.southernclassics.org.uk">www.southernclassics.org.uk</a>
Various dates	Storrington & Dist. Classic & Sportscar Enthusiasts. Shows / meets	<a href="http://www.sadcase.co.uk">www.sadcase.co.uk</a>
1 <sup>st</sup> & 3 <sup>rd</sup> Sat. All Year	The Coopers Arms. Weston On Trent. DE72BJ	<a href="http://www.coopers-arms.co.uk">www.coopers-arms.co.uk</a>
Occasional	British Motor Museum Gaydon Various events throughout the year.	<a href="http://www.britishmotormuseum.co.uk">www.britishmotormuseum.co.uk</a>  Facebook etc.
2 <sup>nd</sup> Tuesday evening April -Oct.	Gaydon Gatherings Anything interesting	Tickets as above
April - Sept 10am	Headcorn Classic Car Meetings TN279HX	<a href="http://www.headcornarodrome.co.uk">www.headcornarodrome.co.uk</a>  For exact days.
April - Oct. 10am	Running Retros at Headcorn Kent Anything old and mechanical!	Facebook As above.
Year round? 2 <sup>nd</sup> Sat of month 9.30am.	Castle Donington Community Hub 101 Bondgate, Castle Donington DE742NR	Facebook
Sun 24 <sup>th</sup> Feb	Ardingly Autojumble RH176TL (A bit of a classic gathering)	<a href="http://www.horsamhistorics.co.uk">www.horsamhistorics.co.uk</a>
Sundays 4.30pm	Milton Keynes Retro & Classic Car Club. The Barn MK93BZ	Facebook Five Shires Classic Car Shows
Sundays 10am	Boston Bowl Breakfast Car Meet. American style Dinner. Lincs. PE219RH	Facebook Check dates.
2 <sup>nd</sup> & 4 <sup>th</sup> Saturdays	Kent Classic & Sportscar Club The Moat, Wrotham Kent TN157RJ	NG Facebook page
1 <sup>st</sup> & 3 <sup>rd</sup> Saturdays 9 - 11.30am	Blethcingley Arms. FC gather- ings Blethcingley, Surrey. RH14PE	Four Counties Classic & NG Fa- cebook pages





1 <sup>st</sup> Thursday May - Oct.	The Sun at Whitchurch, Nr. Reading. RG87PU	Facebook.
2 <sup>nd</sup> Sunday 10am.	Binton Social Club Breakfast Meet. Nr. Stratford Upon Avon	Email: <a href="mailto:bintonclub@gmail.com">bintonclub@gmail.com</a>  For further info.
Sundays 8.30am Year round	Toast N Tyres at Arbuckle's Restaurant & Bar. Downham Market PE380AD	Facebook to check dates but looks like 3 <sup>rd</sup> Sundays
1 <sup>st</sup> Sat 4.30 - 6.30pm	Bird In Hand Classic Car Meet- ing. Hayle. Corn. TR274HY	Facebook Do check this one.
1 <sup>st</sup> Saturday March - Dec 10am - 1pm	Banbury Classic Vehicle Break- fast Natter National Herb Centre Ox171DF	Facebook Or email: christinead- kins@hotmail.co.uk
1 <sup>st</sup> Sunday? 9.30am	The Giffard Park Pub Milton Keynes MK145QP	Facebook Milton Keynes Classic Car Club
4 <sup>th</sup> Sunday 9am on- wards	Classic & Vintage Vehicle Meet The Welcome Café. Twyford. LE142HZ	Facebook Jeanette 07982715229
Occasional	Burgess Hill Classic Car Club The Woolpack. RH158TS	Facebook & NG Facebook page
2 <sup>nd</sup> Sunday April - Oct	Hub Classics Breakfast Meet Wadhurst TN71JX	Facebook & NG Facebook page
2 <sup>nd</sup> & 4 <sup>th</sup> Sundays April - Sept.	Classic Cars at the Carpenters Carpenters Arms. Dale Abbey, Derbyshire	Facebook
Sun. 9am	Bagshot Breakfast Meet Pine Ridge Golf Club	Facebook / check
Sat. 9 - 12.	Haddenham Classics Breakfast Meet. Bradmoor Farm. HP178JX	Facebook / Check
	If you go, let us know!	

The NG facebook page (<https://www.facebook.com/groups/NG.Owners>) is also well worth checking but, as with the magazine, it is reliant on NGers spreading the word, so if you hear about an event that you think would appeal to others please share the details



## Drive it Day: A message from the organisers

National 'Drive it Day' is fast approaching; this year's event is on Sunday 21 April 2024.

National 'Drive it Day'/'Ride it Day' is the annual opportunity to raise awareness and support amongst the public for the historic vehicle movement and keeping heritage on UK roads.

It sees clubs schedule regional and local events throughout the country

Importantly, it also raises funds for the NSPCC's Childline. We use yesterday's vehicles to support today's children.

Fundraising is an integrated part of 'Drive it Day', in which our movement comes together to contribute to a section of society that needs huge help and support - vulnerable children.

This money is raised by the purchase by drivers and riders of a fundraising 'Drive it Day' rally plaque. It's an easy way for drivers and riders to show their support, and donate vital funds.

Last year, we raised a record £51,000 and we'd like to beat that in 2024!

A variety of rally plaques, for bikes and cars, (or just make a donation) are available now at [www.driveitday.co.uk](http://www.driveitday.co.uk)

\*\*\*\*



For the Southern and South-Eastern members we are going to meet up at Chiddingstone Castle.

After last year's torrential rain we are hoping that the weather gods will be smiling on us this time.

To book please see the Chiddingstone Castle web site

<https://events.liveit.io/chiddingstone-castle/classic-car-drive-it-day-chiddingstone-castle-su-2/>

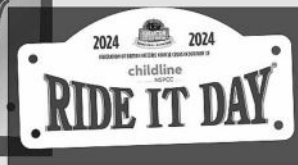
For other members, buy a rally plate and get out and about in your cars, if you know of any events in your area, or want to meet up with other NGers, put something on Facebook, or let Dave Woolgar know and he can put it on there, but above all get out there in your NG



FEDERATION OF BRITISH HISTORIC VEHICLE CLUBS

# DRIVE & IT DAY RIDE IT DAY

**SUNDAY 21<sup>st</sup> APRIL 2024**



Available in standard size and now  
a smaller size suitable for motorcycles.

Display straight away to show your support,  
no need to wait until April 21<sup>st</sup>!



Scan Me

Visit **[www.driveitday.co.uk](http://www.driveitday.co.uk)**  
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## London-Brighton Veteran Car Run

After the deluge last year, and the storms of the preceding days this year, drowning many Saturday bonfire parties, I was delighted that Sunday 5th November was bright and sunny when I headed off through the lanes to my regular first viewing point at the top of the hill up from Crawley. Still plenty of puddles about and remembering last year I managed to avoid being swamped when I came across a still flooded stretch - they still haven't sorted out the drainage.

I parked up and, talking to others already there, found that I was in good time as the first car hadn't come through yet. At a little after nine o'clock the first car appeared, a 1903 MMC, four up but making light of the hill, for some of the cars the climb proved more of a challenge with passengers having to bail out to lighten the load and in many instances needing to give a bit of push to help them to the top.



Soon after the first of the cars came the



first of the penny-farthing bicycles. It is interesting that the riders attired in period costume seem to glide serenely up hill and down dale while those in modern lycra gear more often looked near collapse and in many cases ended up pushing their steeds up the hills.



There are always several well known/celebrity drivers, some as guests others as owners, and the first I spotted

was Ross Brawn driving his rather splendid 1904 Wilson-Pilcher, with a 2.7l flat four engine, rather slower than the F1 cars he is more used to, although for its period it does have some hi-tec features; it has an innovative epicyclic gearbox allowing for clutch-less gear changing and boasts a primitive form of cruise control! These cars were produced in Newcastle by one of the many short lived pioneering manufacturers, founded in 1901, in liquidation by 1904! Ross Brawn's is thought to be the last one left on the road.





It is always interesting to see displayed the variety of thinking of the early manufacturers in every aspect of the cars from seating arrangement, driving position, body styles and method of propulsion

The vis-à-vis arrangement on this 1898 Peugeot makes for a sociable trip but must be a bit distracting for the driver; the 1902 De Dietrich by comparison is a much more conventional layout.



Several electric cars complete the run each year, one of the most familiar being the Columbia which glides along silently with no fuss or bother. This historic car was once owned and driven by Thomas Edison, yes, the Thomas Edison.



After I'd seen the first half of the cars tackling the hill out of Crawley I decided to move on to see the rest on the next challenging climb, Hammer Hill. This starts with a short steep climb to a brow before the longer main hill. I watch from this first part as it gives a better view. The steam cars are always good to see under load as they crest the brow wreathed in clouds of steam, in this case a Stanley steamer with a glance behind to check on the pursuing penny-farthings!



The pace of change in the earliest years of motoring is extraordinary, the vehicles taking part span from 1892, a Peugeot, here being overtaken by an 1898 Leon Bollee (both made it to Brighton OK) to the 1904 age cut-off represented by numerous makes and models.

The earliest cars sitting on solid







tyres and enormous wheels certainly look as if the horse has been released only very recently, this 1896 Panhard et Levassor is certainly more of a stagecoach than a car.

By 1900 they are beginning to look more car like, although the seating arrangement remained unresolved with many passengers still ahead of the driver, but by 1904, by and large, the layout had settled down to how it would remain until the present day.



The larger and more powerful of the later cars, such as this Fiat and Mercedes, both from 1904, are well able to keep up with the modern traffic



By just before three o'clock the RAC vans gathering up the stragglers were outnumbering the veterans and it was time to head home after a very enjoyable day.

This year had seen reduced numbers both of participating veterans and classic cars

following them despite the sunshine; perhaps memories of last year's soaking and the recent heavy rain had put people off.

The raw statistics for this year are: Entered: 411, Withdrawn: 13, Did Not Start: 30, Total Starters: 368, Retired: 45, Finished: 323, pretty impressive considering that the newest car is from 1904.

*Charlie*







## Everybody's Having Fun!

A warm welcome was to be found at the Reigate Manor Hotel this morning as club members gathered together for this year's Christmas Lunch, a contrast to the cold dank weather outside and overnight freezing rain. Thankfully, everyone who had booked managed to attend it seemed with those pesky bugs and viruses that befall us this season held at bay. Two hardy souls braved the conditions in their NGs and are to be applauded, despite the conditions our chairman arrived in BOW his blue TC with only aero screens for protection and editor Charlie Killick splashing along the A25 from Sevenoaks in his familiar white TC. He has a full screen, but was barely recognisable upon arrival such was his attire.

Most had gathered in the bar by eleven thirty for dining at one o'clock in the conservatory room, leaving plenty of time to catch up with old friends and discuss this and that over mostly soft drinks and coffee.

One o'clock came around all too soon and we were invited into the nicely appointed dining room to find our designated seating at the three large round tables. Each place name indicating what each guest had ordered, a cunning plan I thought to foil the confusion and chaos that can ensue when people forget their order from six weeks ago. Service proceeded with smooth, polite efficiency.

As we awaited the first course, breaking and spreading bread rolls, our illustrious Chairman, John Watson, stood up and addressed the members thanking everyone for making the effort to join us all and those who been of service to fellow members during the year and most importantly, promising not to go on an on. Thankfully he did not and glasses were raised in





honour of the occasion. Waiters served tables and quiet conversation filled the room together with the sound of cutlery upon plate, an indication that everyone was ready for lunch with many opting for traditional Christmas fare. Three courses came and went, with coffee and mince pie to finish.

Bottled thanks were given to Ray and Sue Boulton for kindly making the arrangements again that everyone so enjoyed and staff congratulated for their attention. Last conversations wound down as Christmas Cards were arranged and collected from the table beside the door. Final farewells and good wishes for the season exchanged, home again into the murk and darkness now descending.



Slade is on the radio to cheer us on our way until we meet again next season and those warm summer days.

So there it is; Merry Christmas everyone, time to hang your stocking on the wall.

*Dave*



## FBHVC Annual Meeting

The Federation of British Historic Vehicle Clubs is a very powerful lobby group on behalf of all classic vehicle (including motorbike) clubs. This year's conference agenda topics in addition to promoting its Drive-it-Day, which also sponsors the very worthy cause NSPCC's Childline, was made up from member club requests. This year it included:

*Ideas for Building Member benefits.* This was a presentation by Peter James Insurance. They were inviting clubs to join their 'Club' offer, it being a discount to members along with add-ons. The caveat being the club had to have a minimum of 1000!!! members. Not of interest to the NGOC, however the FBHVC does offer a deal for ALL member clubs irrespective of size. We're currently looking into that and will let you know the outcome.

*A New Approach to Archiving.* This was an FBHVC offer called 'Recollect'. Whilst the annual cost of this was, for us, a little expensive, the idea is brilliant. In effect it is an archival program complete with a search engine that becomes uniquely accessible to club members ONLY. With the incredible help of our Matt Bolt, he is scanning both build manuals, photos and back issues of *ChanginGear*, our Club is well placed to develop our own active archival program, which could be activated from the members area of our website. We are presently looking into this. Are there any members out there capable of developing such a program? If so please get in touch!!

Other topics included *Lubricants for Historic Vehicles* given by Motul; in addition to offering advice on appropriate lubricants for your vehicle, at a cost, they will come along and take samples from your engine and analyse it resulting in a health check.

*The Classic Car Loan Project.* A brilliant scheme where a club member's classic car is loaned out for a year to an interested person. The would-be recipient is interviewed and the successful candidate offered a car to maintain and drive. It has resulted in many such recipients becoming very enthusiastic and active members in the supporting club, often buying their own classic vehicle. This has been a private venture beginning with a single loan vehicle by the founder Bob Wilkinson. Now over 20 cars are out on loan from a variety of clubs including a 3 wheeler Morgan.

Then we were privy to a very interesting presentation on *Solving the*



*Fuels Challenge Now and in the Future!* In short it is totally impossible to deliver anything like the electrical energy needed to meet the future of all electric vehicles without a six fold increase in generating capacity. No real solution is at hand, my thought is a long term solution by the various governments to restrict the use of private transport in preference to public transport! Of course I hope I'm wrong.

A further presentation by the FBHVC was their new 'Essential Guide' to Products and Services, looking at, as an example, specialist manufacture and supply of parts, and forms part of the Federation's 'Essential Guide' series. It is available from the FBHVC. Finally a question and answer session on the DVLA, the conclusion was they are a in disarray, what's news there!

All in all a brilliant and enlightening conference

John

Collecting our Drive-it-Day plaques



## Kit Cars

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## A visit to the British Motor Museum, Gaydon

The FBHVC Club Expo in January was held at Gaydon and a lengthy lunch interval gave the opportunity for a brief visit to the British Motor Museum, which tells the story of the birth, decline and rebirth of the motor industry, the cars it produced, as well as celebrating the skills and creativity of those who designed and built them

The origins of the museum can be traced back to the establishment of British Leyland in 1968 with the merger of Austin, Jaguar, Morris, MG, Riley, Rover, Standard Triumph and Wolsley. Many of these companies had their own collections of historic vehicles, so in 1975 a centralised Leyland Historic Vehicles was set up to manage these. As the collection grew British Leyland set up charitable trusts in 1983 to preserve these important collections of vehicles, and the extensive company archives of documents, engineering drawings, specifications, etc., etc. for the nation. The British Motor Industry Heritage Trust (BMIHT) was created along with the Austin Rover Group Heritage Trust (subsequently the Rover Group Trust) and the Jaguar Daimler Heritage Trust

Originally the collection was split between Syon Park in London and Studley Castle in Warwickshire, with the Jaguar-Daimler collection kept at the Browns Lane Jaguar works.

As the collection continued to grow the decision was taken that a purpose built home for it was required and so with financial assistance from the Rover Group and various other benefactors a new building was erected at Gaydon, on part of the land of the former RAF Gaydon which had become the test facility for BL and ultimately the Rover Group.

The new building was opened in 1993 and could house and display the complete Rover Group Trust collection of 250+ vehicles. A second building was constructed, opening in 2016 to house a further 250 vehicles, including many from the Jaguar-Daimler Heritage collection, plus workshop facilities for maintenance and restoration work.

The FBHVC Club Expo was taking place in one of the conference suites in the 1993 building so we started our visit with the Rover Group Trust collection. Descending the stairs the first cars that we encountered were the wonderful streamlined MG record breakers, all amazing cars and each a work of art.

EX135 is probably the most remarkable with a competitive career



starting in 1938 and finishing in 1952, during which time it broke records in the 350cc, 500cc, 750cc, 1100cc and 1500cc categories!

This was followed by EX179 in 1954 active setting numerous records until 1959 (by which time it had evolved into EX219)

The last of these record breakers was the spectacular EX181: 'Roaring Raindrop' built in 1957 as a test bed for the MGA 1500cc Twin-cam engine, albeit supercharged, and driven by Stirling Moss, achieving 245.6mph in 1957. Following further development it achieved 254.9mph in 1959, driven by Phil Hill, after which it was retired from competition.



EX135 behind, EX179 in front

EX181



Moving on past a wonderful Morris 1000 works fire engine into the main display area where there were examples of the production models from the Rover Group Trust collection (Austin, Morris, MG, Riley, Rover, Standard Triumph and Wolsley) plus a few Jaguars, including a superb SS Airline sedan but of more interest were the prototypes giving a glimpse of what might have been. Some were technological dead ends such as the gas turbine Rovers,







although the last of these, the T4 of 1961, predated the production P6 by two years the styling of gas turbine car was based on the prototype P6, how different the Rover based NG TCs might have been if the turbine had been used rather than the Buick derived V8!!



Another of the "what if" cars is the Triumph Lynx. Designed at the same time as the TR7 and conceived to compliment it, with a larger 4 seater body style and Rover V8 to appeal to the US market, it fell victim of the political decisions and union unrest of the 1970s which saw the closure of the Speke works where it was to have been manufactured.



With time pressing and wanting to get a taste of the whole museum we moved on to the new building where the ground floor was occupied largely by cars from the Jaguar-Daimler collection with racers, prototypes and production cars on display including the XJ13, the stillborn Le Mans challenger, killed off by a regulation change but still in my opinion the most beautiful Jaguar ever made, and one of the Le Mans Winning Silk Cut XJR 9s, a car that I saw take the victory back in 1988, in the golden age of Group C racing, what a car, what a sound!



Rather a whistle stop tour but definitely worth coming again for a more leisurely and thorough visit.



*Charlie*



## Alvis NG specials

I have been a lifelong Alvis enthusiast, inheriting my interest in this quality British Marque from my dad, owning my first one at the age of 17.

Over the following 40+ years I have returned 17 Alvis cars to the road and am proud of the fact that every one was a complete wreck when I bought it.

Over the years I have constructed 3 Alvis 'specials', the first was based on a 1938 Silver Crest model upon which I fitted a cast-off Bentley body.

At an Alvis event way back in the early 1980s I spotted a neat bright red special based on a late 30's 12/70 4-cylinder model, speaking to the owner I discovered the bodywork was a fibreglass tub manufactured by a kit car company called NG.



This car planted a seed in my mind and when, some 35 years later I came across an Alvis TC21 chassis complete with all running gear I remembered that red two-seater and began my search for the NG company.

I discovered the business was owned by Findhorn and managed to buy a TC body tub from them.

As the chassis was from the mid 1950's my aim was to create something that looked post-war. I tried to give the front end a more faired in look, taking my inspiration from the Delahaye and Delage racing cars of the period.



Rather than the usual cycle wings I looked for something more enclosed and found a set of Kougar wings which gave the appearance I was after.

To fill the arches, I had the standard steel wheels banded by an extra inch and





fitted 205/70 x 15 tyres.

I added a pair of aero screens originally but soon started looking for a full windscreen to make the car more usable, settling on a Locost type screen. Additionally, wipers and washers needed to be fitted and I was able to adapt an Alvis setup.

This car was finished in Apple Green with black interior, I used a pair of frog-eye sprite seats which needed to have the frames narrowed by two inches as they were too wide to fit, these seats have tipping backs which gave access to the rear storage area.



Inevitably I saw another project I fancied and the special was sold to finance this, the car ended up at a dealer in the Netherlands and was eventually dismantled and rebodied with an aluminium pointy-tailed body.

Chatting with a pal and fellow Alvis owner led me to my second Alvis NG special, I ended up with a bare 1953 TA21 chassis frame, engine, gearbox and all the running gear which needed total reassembling.

Once completed I started the search for another NG TC body tub, this time I wanted to construct a more 'classic' looking special so bought the NG cycle wings too.

I was fortunate to also obtain a genuine IVA windscreen as I hoped to eventually fit a soft top.



I had seen one of those big Mk VI Bentley specials at a classic car show, it had wide wheels and big fat tyres, just the look I wanted.

I had the original steel wheels banded by a full 2" and massive 235 section tyres fitted.

A pair of frog-eye sprite seats were found and as in the other car had to





be narrowed to fit.

This car was finished in dark Connaught green which I think really suits it, I have recently finished a soft top using a frogeye sprite frame which is quick and easy to put up.

I am very pleased with this special and it draws a lot of attention when I am out in it, there are still a few jobs to do, cars like this are never finished!

*Andrew Wisdom*

It was pointed out that fellow TC owners may be interested in the Healey Frogeye Sprite hood frame I adapted for my car.

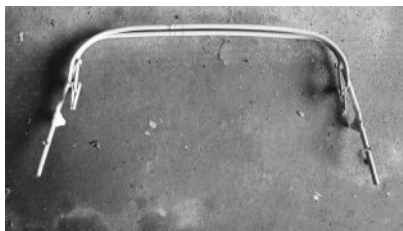
This frame is removed from the car for storage, it is assembled from two halves which as standard are about 10" too wide for our purpose.

I first made two brackets out of mild steel tubing and some angle section which are fixed flush with the top of the bodywork, these brackets were clamping loosely in place while the most suitable angle for the hood frame to sit was determined. Once positioned correctly I fixed them to the bodywork with a couple of coach-bolts in each one.

Then, by slotting the two sections of the frame in place I was able to determine how much tubing needed cutting off in order to narrow it.

To stop the posts of the frame slipping to far down the mounting tubes I simply added a couple of hose clips at the correct length.

*Andrew*





An interesting PS to Andrew's article; the following reference to the red Alvis/NG that he mentions appeared in a 1994 issue of ChangiNGear

## More Members Letters & Articles

*the postman has just been!*

ALL THINGS COME TO THOSE WHO WAIT ?

Many years ago, three to be precise David Powell wrote to me as new newsletter editor with some questions his letter is reproduced below, together with the answers. We are indebted to Malcolm Davey of The Alvis Owner Club who pointed me in the right direction to start with and to Mr Clive Taylor who was the builder of this fine special for more of the detail information.

The car	1938 Alvis 12/70 originally a saloon
The engine	1842 cc 4 cylinder
The body	NG TC
The screen	NG TC
The rear wings	NG TC
The bonnet	Special build by Rod Jolley
The chassis	Original Alvis
The wheels	17" fitted with 550 tyres
The Owner	Mr Brian Jenkins
The build	1986 to 1987

I'm sorry that it took so long to get this one sorted but we got there in the end.

Happy NGing

Graham Hester

15 Beagle Lane, Cranwell, Lincolnshire, NG34 8EG

30th August

Dear Graham,

The attached photograph is of an Alvis. That was what the original caption said and, if you can read it, is what is on the badge in front of the radiator cap. Look more closely and I think you will discern what lies behind. Who owns this car, is he a Club member? More information please.



*Yours sincerely  
David H.A. Powell*



### **Introducing Cracker:**

I name all my cars and the name, 'The Cream Cracker', known as 'Cracker', was inspired by the MG Factory's 1930s Cream Cracker Sporting Trials Cars.

My Cracker started life as a 1968 MGB Roadster and was rebuilt as a kit car in 1982/3 using an NG TC chassis and body kit. He is fitted with the original 5-bearing 1866 'B' Series Engine and 4-Synchro Overdrive Gearbox that were in him when he left the Abingdon Factory. His extensive history file indicates that he covered less than 17000 miles, 16641 miles to be precise, as an MGB and on conversion to an NG TC the speedo was reset to zero miles. Adding the speedo reading of 23981 when I purchased him indicates that the total genuine mileage was just 40622 miles from the day he left the Abingdon Factory.

The body has never been repainted since Cracker was first built and is still in excellent condition. The two front mudguards have some damage on the inside having functioned as steering stops for the last forty years. There is some minor damage to the dummy radiator cowl and right hand rear wing, the latter possibly caused by inconsiderate door opening by another motorist. So, Cracker is not perfect by any means, but does not disgrace himself in decent company.

During my short ownership he has received some minor fettling and a wash and polish. I made and fitted the running boards (foot-steps) and also a removable footrest for Margaret. A false floor in the rear luggage area separates spare parts and tools from the general luggage. The inoperative spotlights and a 'Raydot' navigation lamp were removed; 'CMC 614' never had them and they won't be replaced. The slightly bowed bonnet has been fitted with an aluminium equal angle strengthening rib to straighten it up. His number plate 'BXZ 446' is one of a pair, 'BXZ 644' was removed from Emma the TD before sale and is earmarked for 'Rufus' my NG TA Pullman which is currently undergoing a full restoration.

As purchased Cracker had black leather bucket seats which did not suit the fuller figure. I decided to convert him to cockpit seating (one backrest and two separate cushions). I prepared the seat boards from 18mm Spruce plywood. At the time of writing these are still at the coach trimmers being professionally upholstered to my own design.





Jobs still in the pipeline include, bespoke steering stops, a carburettor overhaul, tandem brake master cylinder, MG Midget rear wheel cylinders, ignition cut-out switch, Malpassi fuel pressure regulator, screw on/off oil filter cartridge conversion, bonnet stays, new bonnet straps in brown, a new set of black carpets and a transmission tunnel tray. I also have a new pair of SVC (Staffordshire Vehicle Components) stainless steel headlamps, which may end up attached to cracker on bespoke brackets.

Preparation for his MOT Test revealed a few electrical gremlins and there is an element of ongoing work in that respect. The damaged radiator cowl and mudguards will be repaired (or possibly replaced as I have a set of four NOS mudguards and a NOS cowl) and repainted in RAL 8017 Chocolate Brown which will better match the original Cream Cracker Livery of the 1930's.

In the late sixties I owned an original 1953 MG TD. In the early eighties I owned both an MGB GT and an MGB Roadster. Cracker, and presumably any of his well built NG siblings, is as good as if not better than most, if not all, of the products that left the Abingdon Production Line, which closed its doors after completion of the last MG on 23 October 1980.



*Alan Myland*



There have been a lot of posts on Facebook recently regarding fitting doors to an NG so I thought that John Coker's article about Fitting Doors to his Marina Based TD - Originally published in the March/April 1994 issue of ChangiNGear might be of interest

### **"Door Dilemma"**

On my first visit to the new home of NG cars John Hoyle mentioned that the two things which cause the most concern when building the 'T' types are the electrical systems and the doors. Electrical systems were recently covered in this magazine (although I can provide similar circuits for Marina based cars if anyone is interested) but I thought a brief account of how I went about fitting the doors to my TD may be of help to some.

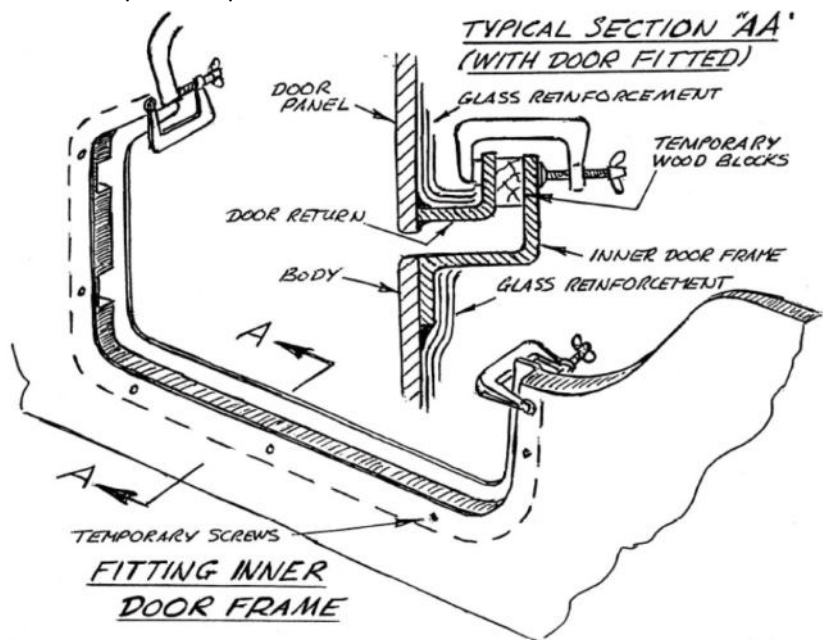
I decided the best way to fit the doors was with the body bolted down to the chassis as the removal of the door panels was bound to weaken the body considerably.

The door outlines had been drawn on the outside of the tub but rather than just cut to these lines I decided to bond the inner door frames on first. This had the advantage that the doors could be cut to the frames themselves rather than trying to match the frames to the cut outs afterwards, it also added some stiffness before the doors were removed. The frames were first positioned using 'g' clamps at the top and a piece of 25mm square timber wedged between the bottom door frame flange and the gear box tunnel. A lead lamp held against the inside of the tub helps the position of the frames to be seen against the marked lines on the outside of the body tub. The main thing is to get the bottom edge of the door parallel to the bottom edge of the body tub. Drilling a couple of 1,5mm holes through the tub, one at each end of the straight bottom edge of the door line at the correct height from the underside of the body enables the frame to be positioned reliably in this respect.

When quite certain that the frame was positioned correctly, I drilled 5 holes at even spaces through the body and inner door frame flange and fitted large self-tapping screws to quickly position and hold the frame while bonding it to the tub. The screws and clamps were then removed and the mating surfaces cleaned with methylated spirit and abraded to give a good bond.



The mating flange was coated with a 2-3mm thick layer of Elastic Plastic Padding and screwed and clamped back in position. Plastic Padding which oozed out of the joints was smoothed into a fillet by running a finger around the outside joint and removed from the inside (cut line) with the corner of a plastic spreader.



The joint was allowed to harden overnight and then the screws and clamps were removed and the screw holes filled. The flange/body joints were reinforced with 3 layers of chopped strand mat, glassed across the flange and local body with liquid resin.

When all was dry the doors were cut out. I used the lamp inside to position 1.5mm holes at the end of each straight cut line which then enabled cut lines to be checked/drawn on the outside of the tub, it does not matter if they do not come through in exactly the correct place but allow for the error and correct the cut lines accordingly. The straight cuts to separate the door panel were now made using a hand held pad saw, cutting carefully to the lines but checking frequently that the blade was following the inner door frame edge by looking inside. It really does not take as long as you might think and you do not get into trouble too quickly with hand tools if the blade starts to wander.



The curved corners were cut by drilling 2mm holes around the cut lines at close intervals and then joining them with a junior hacksaw blade held with a piece of rag.

When the door was separated the edge of the cut was cleaned up to match the inner frame by filling and filing as required but the edges of the door panel were not trimmed yet. A Black & Decker electric file is very useful for this job and all panel trimming but must be used very gently as it can snatch and remove g.r.p. very quickly.

I next measured the distance between the centres of the two hinge recesses in the inner door frame and mounted the hinges at this distance apart on a 19mm x 3mm x 280mm long strip of metal. The hinges were fixed by the studs which hold the hinge to the body, taking care to align the hinge pin centres. Another similar strip of metal was bolted between the door fixing holes and the assembly was checked for free movement. The first alloy strip was now removed from the hinge studs and after careful positioning was used to jig drill the door frame, remember that the lateral position of the hinges has to be correct to make the door flush with the surrounding body. The hinge assembly was now bolted to the body and checked again for free movement, finally the second metal strip was removed and used to drill the inner door return.

The inner door return was now fitted to the hinges and checked for alignment. Wooden packing blocks were made to the width of the gap between the inner door return and the body inner door frame, positioned equally around the frame and small 'g' clamps used to clamp the door return to the frame either side of the blocks.

The door panel was now offered up to its return and checked for fit to ensure that the outer door face was flush with the surrounding body, my door returns needed considerable filling and

filing to achieve this condition. Plastic Padding was applied to the mating edges and the door panel was held in position by hand until the Padding had set enough to support it. Some thin plywood packing along the bottom edge helped to take the weight of the door and ensure that the top edges remained in line with the body during this task. Excess Padding was removed with a knife or wood chisel while it was still soft enough to cut.

The edge of the door was marked for trimming to give an equal gap



around the rear and bottom edges of at least 3mm, the front edge required a gap of about 6mm so that the front door edge cleared the body when opening.

The door was now removed and the return to door panel joint was reinforced with 5 layers of glass cloth across the inside of the joint, and the door edges were trimmed to the marked lines and lightly radiused.

The latch assembly was fitted to the door and it was reassembled to the body to enable the gap to be checked and the latch plate position to be marked from the latch.

I am sure there are other ways of going about fitting the doors to "TD"s (or other NGs) but the above worked for me, the golden rule is to use the bits you have constructed to jig the next part, but then if you have got this far with your build you probably know that! Good Luck



*John Coker*

Still looking good 30 years on

**Editor's Note:** John had the advantage of having purchased the door frame package with his kit however it is not too complex a task to make moulds for the strengthening flanges yourself once you have decided on the shape and size of door that you require.

Although there have been other approaches taken to strengthening around the opening and stiffening the door panel involving bonding in steel fabrications the fact that John's TD still looks immaculate after 30 years of use is testament to his work.



## Fitting a Tandem Brake Master Cylinder:

You would think that if you keep your brake system in good condition with regular brake fluid changes etc. then all would be well, alas that's not always the case. What if the master cylinder stops pumping, or if there is not enough fluid left in the system to work the brakes? On a single line system the only braking effect you will have left is the handbrake, try remembering that in an emergency! On a dual line tandem brake cylinder you should be left with front or rear brakes as a minimum, plus the handbrake if it's the rear brakes that have failed. Of course, you can overhaul, or replace, your single line master cylinder but if you use pattern parts they are often not as good as the originals. If you use NOS parts there's no telling how old they are and how much they have deteriorated over the years.

Unfortunately, it's not just the master cylinder leaking internally that can prevent you pumping up pressure. It could be a leaky rear wheel cylinder etc. that prevents pressure building up and as they are double acting that's two potential leak points at each rear wheel. Calipers tend to be less troublesome (they're more likely to seize than leak) but there's the two flexible brake hoses plus another one feeding the rear axle. So there are seven potential sources of leaks before you start considering corroded brake pipes and unions, or problems with the fluid itself.

Plumbing in a tandem master cylinder is easy enough, just use the port closest to the pushrod for the front brakes and the one furthest away from the pushrod for the rear brakes and plumb them in keeping the two circuits separate.

There are some extras that can improve a braking system; a common fitment is a 'Combination Valve'. As an alternative the MGB's for the American Market were fitted with a 'PDWA' (Pressure Differential Warning Actuator). This is a much simpler version of a combination valve and unlike a combination valve doesn't regulate the pressure going to the front brakes when the brakes are first applied. If the PDWA valve senses a pressure difference between the front and rear brakes a shuttle valve moves (operating a switch) which in turn operates a warning light on the dashboard.

The so called experts (often related to people selling or fitting them) will tell you that the PDWA's are essential; others may feel that you don't need an idiot-warning-light to tell you if you have lost the front or



rear brakes. I favour the second group as a loss of either front or rear bakes will result in a greater pedal travel and reduced stopping power, both of which are easily recognised.

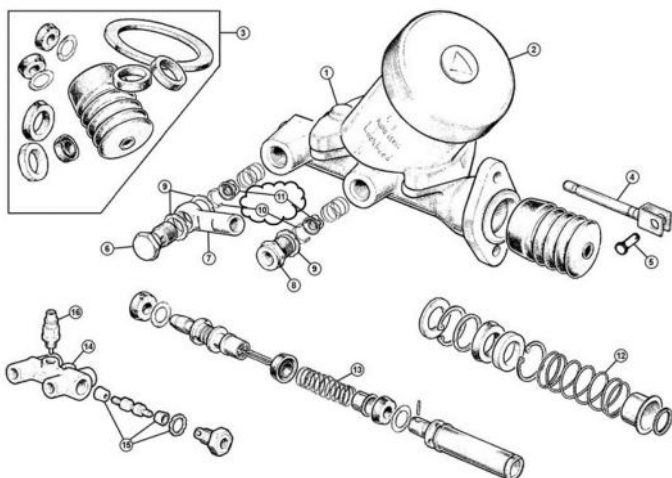
Another common fitment is a 'Proportioning Valve', introduced on early vehicles fitted with discs at the front and drums at the rear. These were fitted to help prevent the rear wheel brakes locking up. On original equipment they were often pre-set and worked on the fit-and-forget principle. Many of the aftermarket ones are adjustable to allow a bit of fine tuning. The MGB's (and many other cars) were never fitted with a proportioning valve as standard, this was because a system with a positive pivot located at the opposite end of the brake shoes from the wheel cylinder (in the case of the MGB a brake adjuster) enabled a manufacturer to design out unwanted forces by selecting appropriate sized master cylinders, wheel cylinders and brake calipers.

*Note.*

*Early NG builders noted that the standard MGB brakes didn't work so well - because the lighter NG upset the braking balance. Those early 'NG Pioneers' discovered that fitting MG Midget wheel cylinders helped restore the balance. If you really want a proportioning valve then buy an adjustable one (circa £25 upwards) and fit it in the rear brake line.*

The last common fitment you need to consider is the 'Check' or 'Residual Pressure' Valve, which as its name implies should be fitted as close to the master cylinder as possible to keep residual pressure in the complete brake line. If you

look at the schematic drawing of a USA Tandem Master Cylinder (as fitted to MGB's for American export) you will notice check valves in the master cylinder (items 10 and 11 plus the spring in the diagram here)







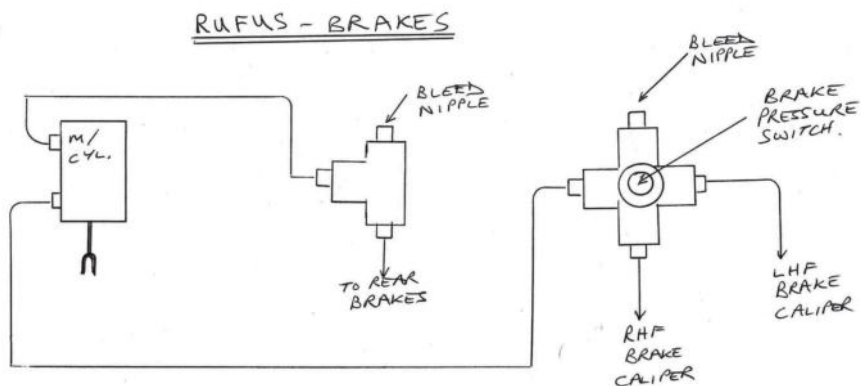
for both front and rear brake lines.

When/if you take the plunge and purchase a new USA spec. master cylinder you will discover that there is no check valve fitted for the rear brakes. Presumably the manufacturers realised you don't need one. If you disagree with the manufacturers then you can buy an after-market inline version for less than £20.

USA spec. tandem brake master cylinder. The separate PDWA valve is shown at bottom left.

If I am building or restoring a car then I normally give it the full works, including; a new master cylinder, new rear wheel cylinders, new brake hoses all round, new brake pipes and unions all round and brake fluid compatible with the seals. About the only things I wouldn't automatically renew are the front brake calipers, but I would strip and rebuild them with new seals.

This is how I'm doing it on Rufus and how I will eventually do it on the TC.



What can you do if your brakes fail? First I would pump the brake pedal like crazy while at the same time applying the handbrake. If the revs are not too high then drop down a gear or two. If you're near a fork in the road and one road goes uphill then take it. In the worst case scenario try and hit something soft like a hedge.



### Summary:

Personally I think that a tandem brake master cylinder is essential and as well as fitting one to Rufus the TA I have purchased another USA spec. one for my TC.

Although some of our cars are old enough to qualify for a 'free gratis' MOT taking your car for an annual MOT Test is always a good idea, and it's especially important after a full build or refurbishment as during part of the MOT the tester does a brake balance test. During Emma the TD's MOT the tester always advised me that the brake balance whilst acceptable was close to the border line. It will be interesting to see how Rufus fares with his MG Midget rear wheel cylinders (which were originally purchased for Emma but never fitted).

Finally get in the habit of checking the brake fluid level on a regular basis. Whilst the level will slowly reduce as the brakes wear you should immediately investigate any significant loss of brake fluid.

*Alan Myland*

## Insurance tailored around you and your NG

At Adrian Flux we have over 50 years experience tailoring insurance to suit your specific needs. We don't believe in "one size fits all" when it comes to insurance, which is why you could save time and money by calling a member of our team directly.

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## IN THE SHINING SUN.

Some time ago I was looking to improve the appearance of my Toyota Hilux Surf, now in it's twenty fifth year and a grey import when I bought it eighteen years ago. During this time bits of paintwork have been done here and there with the bonnet being the latest item to be refurbished. Stone chips on the front edge had become impossible to touch in. The colour being millennium silver which is high flake content paint.

My go to wax is Autoglym Super Resin Polish. For washing and finishing I have used Poshy Washy and Super Wax mix diluted in a spray bottle, both are trade products which may actually be intended for car washes. Dried with a waffle micro fibre cloth once rinsed. All nice a shiny at first glance, but a bit cloudy under critical inspection.

With the bonnet in expensive fresh paint, I really wanted to blend in the rest of the paintwork and searched for a system and process that I could use. I started looking at some of the cars around me on the road and noticed that a few really stood out in what I thought could be ceramic treatments. Initially this was the direction I was going but a little online research cautioned that the professionals use a very controlled environment to apply and buff the various products under really super lighting. This is to allow the treatment to cure before buffing without exterior conditions getting in the way.

Watching some of the very useful videos on YouTube, I quickly realised that I had become completely out of touch with after paint preparation and maintenance, it is now an art form called Detailing. If you are interested in improving the appearance of your own car, I can only recommend watching these videos. Some are sponsored, some are not.

Following the advice on the videos, it became apparent that I could not work under appropriate conditions outside and I was not convinced that some of the products on offer were actually true ceramic coatings. In the end I returned to Autoglym and their Ultra High Definition Wax system as a product that I could apply outside. This sounds simple, but to achieve the desired results it should be considered to be the final part of a refinishing process if you are starting from the point that I was. This is apparent in the video clips.

After researching and ordering the products, the method that I used



was as follows;

Firstly the whole car was thoroughly washed with a detergent and rinsed with the power wash, this was dried with a micro fibre towel and my industrial vacuum set to blow to clear the water from under trims, lights etc.

The panels were then cleaned with a clay bar, working a small section at a time. I have never used one before and it is amazing how much contamination it removes from the paintwork that otherwise appears clean. This kit consists of the clay bar from which you break off small pieces and mould into pads that you continue to fold as you work. A bottle of spray lubricant is also included. You will find that the panel will be quite resistant to working initially, then becomes smooth and very slippery as the contamination is removed.



The complete car was buffed with G10 finishing compound using a power buffer and sponge pads. Certain areas required more work and therefore coarse, medium, then the G10 finishing compound had to be used taking care to keep the buffer moving and not to linger on edges.

Autoglym recommend an initial polish using the regular Super Resin Wax as a base coat which was applied with an Autoglym sponge applicator and buffed out.

The Ultra High Definition wax is a high quality looking kit enclosed in an iPhone style box (another triumph of cardboard engineering) and contains the wax, nice round applicator and large red micro fibre buffing cloth. The wax goes on very smoothly with the applicator and only a little is actually required to evenly cover a panel. Under normal conditions in warm weather this is allowed to cure as recommended. Once set it becomes like one of the old fashioned hard waxes and requires a good deal of effort to buff





out. It is important to avoid plastic trims as it is very hard to get back off again and it is much better to use a special product in these areas. I also used a tooth brush to remove excess polish from around handles, trim and edges of the panels.

Once completed you need to stand back to check for imperfections and clean or buff off offending areas. If following this process you will need to allow pretty much the whole day to complete the job on a fairly large car.

Now is it worth it? I would say definitely yes. In my case the UHD Wax worked very well and I have re polished since first completing the job so can verify that it does last at least six month including through the winter as promised by Autoglym. The paintwork has far more depth than it previously had and seems to glow under the sun showing up the metallic content in the paint than it did before. Since using UHD Wax on the truck, I have treated the TA as well which is a straight green. Once again it worked very well on paint which is around thirty years old.

The UHD Wax is the most expensive wax that I have used and you can't get away from that fact. From Autoglym it retails at around £56, but I have found it on eBay for as little as £33. I am lucky in that I have most of the other products and equipment in stock other than the clay bar kit. I am sure that other like products are available, but this is the one that I have tried over a period of time and I am delighted with the results it gave me.



*Dave*



### **A cautionary warning: Is it dangerous to go topless in an NG?**

Yes, it certainly can be. On very hot days, when driving hood down, it is very tempting to just wear a tee-shirt and no head covering, there is nothing like the feeling of the wind blowing through your hair (if you have any).

Chris and I did just that on several occasions driving to Le Mans in the 90's, and I remember when we returned home on one occasion Barbara remarked that our heads looked like a couple of "conkers".

Two decades on from those crazy days my scalp started to develop horns (small lesions), which is sun damage (known as Solar Keratosis), and it can develop into skin cancer, which it did. Fortunately, at that time, the two areas affected were treatable, and that type of carcinoma don't tend to spread (called a BCC, or Basil-Cell Carcinoma). These two areas had to be treated with radio therapy as their position on the side of my head was close to nerves, etc. meant that surgery was not the best option. More recently I developed another suspicious area which was diagnosed to be a fairly dangerous carcinoma that spreads to other parts of the body if not dealt with quickly (an SCC, or Squamous Cell Carcinoma). On this occasion it was on the top of my scalp and could be dealt with by surgery.

### **These problems can occur years after initial exposure to the sun.**

The moral to this tale is, wear head covering, and make sure that any signs of lesions on your head or face are checked by a dermatology expert. Or indeed the whole body if you do "drive topless".

*John Hoyle*





**Cars for Sale** (To see larger, more, and colour, photos please visit the "For Sale" section of the club website [www.ngownersclub.org.uk](http://www.ngownersclub.org.uk))

## NG TF For Sale



Concours Winning NG TF in Gris Cosmos Grey.

Tax exempt. 7000 miles, MOT until November 2024

Registered 1973, original plates. Ford 2.0l Pinto (recon), 205 block RS2000 Alloy bell housing and sump pan, stage 2 polished head, runs unleaded fuel. Ford type 9 five speed gearbox (recon)

Front suspension is MGB with coil over damper conversion with adjustable shock absorbers. Rear suspension is standard MGB with down rated springs and adjustable Spax shock absorbers

Differential is an MGB, ratio 3.9

Car runs hydraulic power steering

Complete with side screens, hood, hood bag and luggage rack

Wheels/tyres 15 x 5 ½ J MGC Chrome Wire wheels. 185/65R 15 tyres.

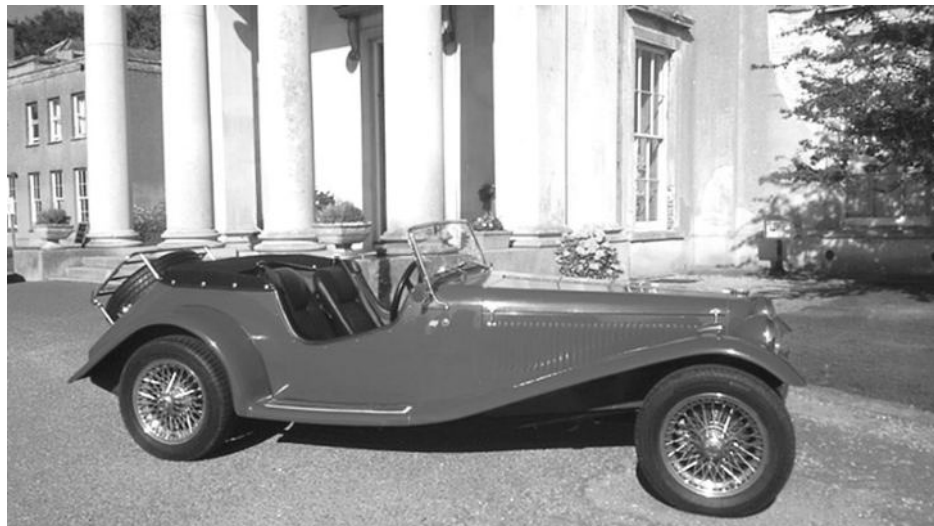
Lots of photos available showing the build - location: Ascot, Berkshire

Tony Bell 07879 408948 **£14,950**





## TF For Sale



Professionally assembled and commissioned by Cadina Motor Sport (Engineering and Preparation) of Ferndown Dorset in 2003 entirely from reconditioned/new parts.

Ivor Searle Engine. 4 speed gearbox + overdrive.

Wheels: 15 x 5 1/2" chrome wire wheels with 185x65 R15 Pirelli P400 (5 off).

Walnut dash, Smiths instruments, leather front seats, rear bench stowage, fold up chrome luggage rack, mohair hood, frame cover and side screens.

Files containing the build manual, photos, invoices, workshop manual etc would indicate that the cost of the build was circa £25,000!

Mileage since build 6594 miles. Historic vehicle £0 Road Tax, Mot (optional) last done 7/8/23- no advisories. 2 previous owners. Mileage in current ownership 4794.

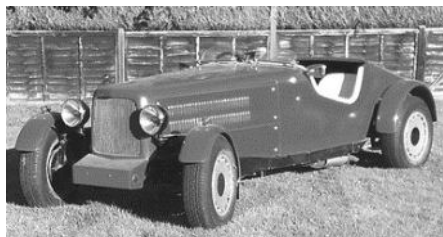
This car is unique by virtue of its professional build, for sale at **£9000**

Location: Southampton

Owner David Barnes may be contacted for more information on 07503328780 or dsbarnstormer@yahoo.co.uk



## NG TC Project Located Near Redditch, W. Mids.



A bit of a stop start project over the last 25 years, kept getting put on the back burner whilst life/house/kids kept happening! Rosso corsa red with cream leathercloth interior and black carpets, lovely.

Original MGB kit adapted to fit Morris Ital running gear (some early model NG TCs used this car). 1.7 "O" series OHC engine. Currently unregistered, and will need a Q plate and IVA test to get it on the road.

Nearly got it finished '98 then the SVA came in, so I half stripped it back and mostly rebuilt to comply, back burner again then IVA came in! Again, stripped back and mostly got it done. I downloaded and printed the full IVA technical manual and the last big heave I had on the car I tried to tick off as much as I could.

It's nearly finished but unfortunately could do with another strip back to weld the compliant seat and seatbelt mounts to the chassis (a bit beyond me), put on headrests and revise the aero screens. I have a fixed screen kit with no glass that will go with the car too.

Long story short, I have come to the reluctant decision to sell it rather than it sitting there for another 10yrs, someone could finish it and enjoy it in the mean time instead. I've recently changed the oil, coolant and cambelt and it runs lovely.

I really need it gone, as I no longer have anywhere to store it so any sensible offers considered. Grab yourself a bargain project.

Lawrence

lawrence.vellam@googlemail.com



## Parts for Sale



I have a set of Cycle Wings for a TC to sell, sprayed red, suitable for 15" wire type wheels, £150, Located TS15, North Yorkshire

Contact Paul Paton, mobile 07919 876926

## Remaining NG Parts Stock; A message from Richard Langford:

Hi All

I purchased from Mark Sadler the NG bits he had left (he had a TC carpet set I wanted).

I had been purchasing bits from Mark as they appeared to swap on my TC and TF. Mark has been very helpful.

Message or email me ([richard.langford2000@gmail.com](mailto:richard.langford2000@gmail.com)) for bits and pieces. I have a list that I try and post. I will try to keep the prices the same as Mark's (as they were sensible). Primarily I want to break even. A teenager from few houses down is keen to post/wrap so that will be an additional cost.

My aim is to slowly list the parts on ebay - for long term visibility as well as on the Facebook group page.

I also have the patterns and templates for the hoods and interiors - and will try and find a way to make electronic versions. They can be borrowed.

Richard



And Finally.....



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Please refer to the NG Kit Car Group face book page  
<https://www.facebook.com/groups/NG.Owners/>  
where the details of cars for sale are often posted.  
Remember to check that the car is correctly registered as an NG to avoid potential future problems



## Club Products & Regalia



The following are the current lines :

Sweatshirt L, XL (temporarily No Stock)	£14.00 + p&p*
Polo Shirt S, M, L, XL	£12.00 + p&p*
T-Shirts M, L, XL	£9.00 + p&p*
Baseball Cap (navy)	£9.00 + p&p*
Beanie (navy)	£8.00 + p&p*
NG Car Badges (unpainted) (temporarily No Stock)	£20.00 + p&p*
Brolics (last few)	£22.00 (only at The Rally)
Fleeces (temporarily No Stock)	
Logos are in contrasting Silver or Black	

- all available from Mark Staley

7 Loxley Close, Oakwood, Derby, Derbyshire DE21 2PU  
Tel: 01332 601654 or 07711 124153 Email: staley.mark@virginmedia.com

\*p&p contact me for the charges

Please state size/colour, and make cheques payable to NG Owners Club

Front	Cover Photos	Rear
Andrew Wisdom's Alvis/NG front	TCs in December, Charlie Killick & John Watson departing the Reigate Manor Hotel after the Christmas Lunch	
	Rocket refreshed after a winter rebuild at RPI Engineering (Photos: RPI Engineering)	
.....and rear	John Hoyle's TC and Roy De Bois's TA, Dave Woolgar's TA and Charlie Killick's TC at Bletchingley	
	Loraine & Cooper with Ed Powell's TF at Stratford-on-Avon	Mike Manners about to head out in January sunshine





Photos: RPI Engineering

